

WASHINGTON, SUNDAY, SEPTEMBER 29, 1901.

"HAHN-SHOE-QUALITY"
Means "BEST" always.

OUR SHOE REPAIR SHOP
the best equipped in town.

An unparalleled sale of STUNNING FALL SHOES.

We shall begin the Fall Shoe Campaign in real earnest tomorrow. Months of preparation—with careful inspections of the markets, followed by tremendous cash purchases, have assembled here shoe styles that are unique in their up-to-date beauty; qualities never before dreamed of—at our prices.

Tomorrow we start an unparalleled week of fall shoe selling. The tremendous selling of the past few days indicates that it will be a record-breaking week.

And these are tomorrow's "crowd-fetching" specials:

Our Women's Leaders.

The New **WI-MO-DAU-SIS \$3** Health and Beauty Boots

Are without a doubt the very best Shoes ever made for women, who like style, combined with comfort and durability. The new Fall Styles are quite an improvement over those of last year. Made of best Vital Kid and Calf—11 new styles—enough variety to please the tastes of all WI-ves, MO-thers, DAU-ghters, and SIS-ters.

<p>The Eclipse \$3.50</p> <p>The finest, swiftest Shoes you can buy anywhere at \$5 and over. In all the town, smart, up-to-date shapes, with wing tips, extra wide extension edges, as well as in the more conservative styles. Guaranteed Patent. Ideal Kid, Velvet Calf, or Surpass Kid.</p>	<p>\$2.50 "Washington Belle" Boots</p> <p>Have created quite a furore among tasteful shoe buyers. All made by the Goodyear hand-sewed process. Of guaranteed patent leather, fine Vici Kid or Box Calf, with light, medium, or very heavy sole—with or without invisible cork soles.</p>	<p>Cork Sole Dress Boots, \$1.95</p> <p>Goodyear welted sole, extension edges. Patent Leather, Velvet Calf, and fine Kid Fall Dress Boots. Between the soles of these shoes is a layer of cork which prevents cold and dampness from penetrating to the feet. Nothing to equal them under \$2.50.</p>
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Men's Fall Specials.

Our Famous **\$1.95** "ENGLISH WELT" Shoes.

15 remarkably pretty styles of Patent Leather, Box Calf, Sterling Calf, Velvet Calf, and Vici Kid Shoes, with close edge, wide extension, or visible Cork Soles. These are regular \$2.50 Shoes, but our great buying facilities enable us to bring them within your reach at \$1.95.

<p>The Very Best at \$5</p> <p>Not only in name but in fact, the very best Shoes it is possible for anybody to make. In all the popular leathers. They're the cheapest Shoes in the end.</p>	<p>Our Great "TRI-WEAR," \$3.50</p> <p>You all know them. They are even better than those you had last season. They give THREE the wear of any ordinary \$3.50 Shoes—and are far more comfortable.</p>	<p>"The METROPOLIS," \$2.50</p> <p>You've never seen their equals for even \$3. Don't take our word for it, but come and see them. They're Goodyear Welt sewed. In all leathers. 12 different shapes.</p>
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This Week's Special Bargains.

<p>19c</p> <p>Black Cheviot Cloth, good-wearing Over Gaiters, all sizes, for women and men.</p>	<p>48c</p> <p>Children's Heelless and Spring Heel Kid and Stout soles. Sizes 2 to 8.</p>	<p>95c</p> <p>Boys' "Iron Clad" Shoes, heel or spring heel. Kid, Calf, or Box Calf. Sizes 9 to 12.</p>	<p>\$1.45</p> <p>150 Pairs Women's \$2 up-to-date styles. All sizes.</p>
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Wm. Hahn & Co.'s Cor. 7th and K Sts.
1914 & 1916 Pa. Ave.
Three Reliable Shoe Houses. 233 Pa. Ave. S. E.

MENACED A PRESIDENT.

Army Surgeon Who Threatened to Kill John Quincy Adams.

A Forgotten Historical Incident Recalled From a Diary—G. P. Todson Swore Vengeance for Dismissal From Service—Strange Interview.

Another assassination of a Chief Magistrate of the nation recalls a remarkable incident of this nature during the Presidency of Mr. Adams, and which the latter refers to with characteristic elaborateness in his diary.

Dr. G. P. Todson, assistant surgeon in the United States Army, had been convicted by a court-martial, of appropriating the property of the Government and had been sentenced to a dismissal from the service. Claiming injustice in the sentence, Dr. Todson sought the intervention of the President, and what followed can be best related by quoting Mr. Adams himself.

Under date of November 30, 1825, Mr. Adams writes:

"Dr. Hunt came, very seriously, to put me on my guard against Dr. Todson, the assistant surgeon cashiered for embezzlement of the public stores, which sentence I have carefully revised, and declined recommitting him to the Senate. Hunt said he was credibly informed that Todson had determined to murder me for revenge, and that he (Hunt) had thought it necessary to inform me of this, to put me on my guard. He at first intimated that the person who had given him this information desired not to be known, but afterward told me it was Colonel Randall, Todson's counsel, who was fully convinced it was no idle threat of Todson's, but that he would attempt to execute it.

"He said Randall himself would see me if I desired. I requested Hunt to say to Randall that I would be glad to see him. I added that I knew not anything that I could do by way of precaution. Hunt said that I should do well to refuse to receive Todson when he called."

It seems incredible at this writing that some steps were not taken to arrest the threatening Todson and remove him from the President's way. But nothing of the kind was done, and on the next day the matter is again taken up by the President.

"Colonel Randall has called upon and confirmed the intimations given me before by Dr. Hunt. He said Todson had avowed to him his determination to assassinate me, and that he believed it was no idle menace; that the man was desperate, and, upon this subject, perfectly mad. That he fancied he should redeem his character by revenge; that he represented himself as the victim of a party combination against him, and

that I had lent myself to it. Randall said he was convinced Todson would make the attempt, for he was a man who would do more than he would say. That he (Randall) had done everything in his power to dissuade Todson from his purpose, and had felt himself bound to give me this notice lest Todson might take the opportunity to perpetrate the deed in one of my morning walks.

"Randall said he should see Todson again this day, and would let me know if anything further should occur to require it. He said Todson declared to him that he did not intend to fly, but would take his revenge, thus redeem his character, and abide by the consequences."

"Randall is a phrenologist, and with the utmost seriousness avowed that his apprehensions arose in part from Todson's having a most extraordinary organ of destructiveness. The tendency of this observation was to throw an aspect of ridicule on the whole affair. But Randall is a man of great firmness and integrity, and has no motive in this disclosure but of friendly concern for me and to relieve himself from all responsibility of being privy to the purpose of this desperate man without putting me upon my guard against him. I am in the hands of a higher power."

But Dr. Todson was not near so ferocious and bloodthirsty as he had been pictured. On the morning of December 16 this exasperated man, who had announced his set purpose to shoot the President on sight, in the company of a Pennsylvania Senator, presented himself at the White House and was actually admitted to the presence of the President.

Mr. Adams left copious notes of the incident and some extracts therefrom follow:

"Mr. Findlay, the Senator from Pennsylvania, came this morning with Dr. George P. Todson, the man who was tried last winter by court-martial and sentenced to be cashiered. He now came and demanded that I should recommit him for reappointment to the Senate. Mr. Findlay said that he had read the proceedings of the court-martial, and that there was nothing that deserved so severe a punishment as dismissal from the service.

"Without answering Findlay, I said: 'Dr. Todson, whatever you have to say to me, I wish you to say in the presence of your counsel, Colonel Randall, and that you would come here with him.'"

For one who had expressed his determination to injure the President of the United States, Dr. Todson seems to have been treated by that high official with much consideration. What follows is still more remarkable reading. Under the same date Mr. Adams continued:

"Colonel Randall (who had returned with Todson) said that he had most earnestly expostulated with Dr. Todson against the execution of his design, and

that he had understood from Dr. Todson that he had abandoned his intention. . . . I said I was perfectly willing to consider the threats of Dr. Todson as the effect of a momentary alienation of mind for which he should not be held responsible; that I had said nothing of it to any person. . . .

"But I was not the less under a threat of assassination, and what must be the universal opinion of the world if, under such a threat and when he who made it knew I was informed of it, I should, at his demand, nominate him to a public office! He might take the answer now once for all. I never would nominate him for any office whatsoever. Todson himself neither denied nor disavowed the threat, but somewhat faintly said he had given up the idea upon being informed that I had expressed sentiments of compassion upon his case."

Todson finally disappeared from Washington for a time, having received a professional appointment that took him to the African coast, and President Adams doubtless felt relieved when the ex-surgeon dropped out of the daily life at the White House.

ALLEGED CONSPIRACY CASE

A Continuance Granted to McGinnes and Pulee Until Tuesday.

The hearing in the case of George McGinnes and Llewellyn W. Pulee, charged with conspiracy to defraud, was continued in the United States branch of the Police Court yesterday until next Tuesday, and bonds in the sum of \$1,000 for each defendant were set for the same day.

McGinnes is a Baptist minister; Pulee has for some time been more or less prominent in colored secret society circles. The two men were arrested by Detectives Browne and Lacy yesterday afternoon.

It is said that the alleged conspiracy lies in an effort of McGinnes and Pulee to testify in the interest of the Capital Traction Company concerning the accident on that road last spring to Charles Thomas, a negro, who was fatally hurt, provided the company would pay them \$200. McGinnes and Pulee are reported to have visited C. Thomas Dunlop, associate counsel for the railroad company, last Monday, and made such a proposition, to be carried out in the event that a damage suit for Thomas' death should be brought. Since the interview, it is said, it has been learned that neither McGinnes nor Pulee was near the scene of the accident, and that their information of it is hearsay only.

To Be Given Valuable Books.

MINNEAPOLIS, Sept. 28.—Mrs. Cushman K. Davis, widow of the late Senator, has decided to give part of her husband's valuable library to the schools and colleges of the Twin Cities. The books selected for the gift number about 3,500 volumes and constitute what the Senator termed his reference library. Many of them are Government reports, now no longer obtainable from Washington.

\$1.25 to Baltimore and Return via B. & O.
Saturday and Sunday, September 28 and 29.

RACES FOR AMERICA'S CUP

Concise History of All the Contests for the Trophy.

How the Defenders Have Succeeded in Defeating the Long List of Challengers—A Former Columbia Defeated the Livonia in 1871.

In 1851 the schooner yacht America, built by George Steers, and owned by several Americans, was sent to the World's Fair, in London, as an exhibit of our type of fore-and-aft vessels. Arriving in England, her owners challenged all comers, but no attention was paid to them. Challenging a second time, they were told that they might enter their yacht in a regatta to take place on August 22. They then learned for the first time that a cup had been offered for yachts of all nations. They entered their schooner, and she brought home that cup. It is still here, and it is called the America's Cup. Its name is not the America Cup, nor the Queen's Cup. It is simply the America's Cup, the cup brought home by the America.

Sixteen yachts started in the regatta on August 22, 1851, ranging from the forty-seven-tonner, Aurora, to the three-ton schooner, the Lilliant, 322 tons. The start was from the Isle of Wight.

The fleet got away from a one-gun start at 10 a. m., with a light westerly wind. At 11:30, when the yachts had rounded No Man's Land buoy and were on the windward part of the course, the wind freshened to six knots, and America walked out two miles to windward of the rest. Two miles fell light, and with a strong head tide the yachts beat up under Shanklin Chine, America still leading. At 5 p. m. the wind freshened again. America carried away her jib boom, but nevertheless she rounded the Needles at 5:40 eight miles ahead of the second yacht, the Little cutter Aurora. Again the wind fell light and the tide was ahead. At 8:25 America anchored off Cowes. Aurora anchored 20 minutes later, having come up as the wind fell. And that is how "The America's Cup" was won.

On July 3, 1857, the owners of America, J. C. Stevens, Edwin A. Stevens, Hamilton Wilkes, J. Benkenin Finley, and George L. Schuyler, presented the cup to the New York Yacht Club to be held as a perpetual international yachting trophy. In October, 1858, James Ashbury, a member of the Royal Thames Yacht Club of London, challenged for the cup, but owing to difficulties in making terms, he did not race for it until 1870, when he came across the Atlantic in his schooner Cambria in an ocean race against James Gordon Bennett's Dauntless from Old Head of Kinsale to Sandy Hook Lightship, Cambria won by 1 hour and 5 minutes. Mr. Ashbury's race against the New York Yacht Club was under the same conditions as America's against the English yachts. He had one race against the whole fleet. It took place on August 8, 1870. Those who labor under the delusion that extensive interest in the Cup contest is something recent should read these words of Capt. Roland F. Coffin, who saw the race and published, in 1885, a history of the Cup contests up to 1851:

"Nearly every steamer in the harbor was brought into requisition for spectators, and all were crowded to their capacity. Besides these, almost every craft that could float, from the large coasting schooner to the tiny skiff, was brought into use, and it seemed as if the whole population of the city was on the water. Wall and Broad Streets were deserted for the day, and the courts and public offices had but few attendants."

The race was over the old New York Yacht Club course from off Stapleton, S. L. 1, to and around the Sandy Hook Lightship and return. The yachts were started from their anchors at 11:26 on the last of the ebb tide, with a good southerly wind. Fifteen schooners competed, and the first, the Cambria, a 120-ton schooner, won by 11 minutes, 45 seconds. Cambria finished tenth, being 39 minutes 12.7 seconds astern of the winner. America finished fourth.

In 1871 Mr. Ashbury returned with a new schooner, Livonia. "This time the club selected four schooners to race against the challenger, reserving the right to name the starter on the morning of the day of each race. Columbia, Vigilant, and Dauntless were the defenders. The record was as follows:

First race, October 16, 1871, club course, start from anchors, tide last of the flood, wind northwest and light. Starters, Livonia and Columbia, the latter a typical skimming dish, put in on account of the light weather. Columbia won by 25 minutes 28 seconds elapsed, and 27 minutes 4 seconds corrected time.

Second race, August 18, twenty miles to windward and return, from Sandy Hook Lightship. The course was not accurate, as the wind was west-northwest, and the course was east-northwest. A light wind in the morning caused Columbia to be chosen as the day's defender, though it breezed on before the start. Columbia won by 4 minutes 35 seconds elapsed time; corrected time about 8 minutes. Mr. Ashbury protested that Columbia had rounded the outer mark the wrong way, but the protest was not allowed.

Third race, October 13, club course, wind fresh from southwest, tide beginning of the ebb, defender Columbia. At the Southwest Spit Columbia lost her flying jib stay, and on the run home, off Buoy 10, broke her steering gear. Livonia won by 15 minutes 10 seconds elapsed time, and 14 minutes 10 seconds corrected time.

Fourth race, October 21, twenty miles to windward and return, from Sandy Hook Lightship, wind south, course south-southwest, tide second half of the ebb, defender for the day Sappho. The wind soon after the start shifted to south-southwest, making the course dead to windward, and freshened to a good whole-sail breeze. There was a lively sea, so much so that a small boat stowed in Sappho's cockpit was carried overboard. Sappho won by 39 minutes 21 seconds.

Fifth race, October 23, club course, wind whole-sail from west, tide last of the ebb; defender Sappho. Sappho won by 25 minutes 27 seconds. Mr. Ashbury again protested against the

decision in the case of the second race, after some acrimonious correspondence the club dropped him from further consideration.

The next challenger was the schooner Countess of Dufferin of the Royal Canadian Yacht Club. The record of her contests is short. One defender, the schooner Madeleine, was chosen to meet her, and the series was two out of three races.

First race, August 11, 1876, club course, wind at start south, outside south-southwest, wind smooth. Madeleine won by 10 minutes 59 seconds.

Second race, August 12, twenty miles to windward, south-southwest from Buoy 5, off the point of the Hook, and return, wind light at start, afterward freshening to whole-sail breeze, but falling light again before the finish. Madeleine won by 27 minutes 14 seconds. America went over the course and beat the challenger 19 minutes 9 seconds.

In 1881 Canada tried it again with the 65-foot sloop Atlanta, the first of the single-stickers to challenge. Trial races were held for the first time to select a defender, and the Iron sloop Mischief was chosen. The record follows:

First race, November 9, 1881, club course, wind at start west-southwest, brisk, tide last of the flood. Mischief won by 15 minutes 30 seconds after a fine run home in a growing breeze.

Second race, November 10, course sixteen miles to leeward from Buoy 5, and return, wind west by north, a fresh whole-sail breeze, tide beginning of the ebb. Mischief won by 24 minutes 16 seconds.

In 1885, the challenger was the British cutter Genesta, the first of the 90-footers to try for the cup. Two new yachts, Puritan and Priscilla, were built here for the defense. Puritan was chosen by trial races. The record of the cup contests was this:

First race, September 14, 1885, club course, wind southeast and light, tide in the last quarter of the flood. The wind was uncertain in the lower bay, but outside was brisk from the south out to the lightship and return. Puritan won by 16 minutes 47 seconds elapsed and 16 minutes 19 seconds corrected time.

Second race, September 16, twenty miles to leeward from Scotland Lightship and return, wind west-northwest, fresh, rising to a moderate gale (thirty-seven miles an hour). Genesta, led to the outer mark, but was beaten on the windward leg, partly through a shift of the wind to a point northerly, which enabled Puritan, occupying the northerly berth, to ease sheets a trifle. Puritan won by 1 minute 38 seconds. There has never been a finer race in the history of the cup.

In 1886 the challenger was the ninety-foot cutter Galatea. More new yachts were built here, and Mayflower was chosen after trials against Puritan, Priscilla, and Atlantic to defend the cup.

First race, September 7, 1886, club course; wind south to southeast; light inside and fair outside, tide last half of the ebb. The yachts had the flood returning. Mayflower won by 12 minutes 2 seconds, corrected time.

Second race, September 11, twenty miles to leeward from Scotland Lightship and return, course southeast, wind light and changeable, so that the yachts at the finish had it abeam. Mayflower won by 16 minutes 3 seconds.

In 1887 the Scotch cutter Thistle was the challenger. Volunteer, a new steel sloop, was selected as defender after trials with the Mayflower.

First race, September 27, 1887; club course; wind moderate, smooth, shifting to southwest; tide at start last of the ebb. Volunteer won by 19 minutes 23 seconds, corrected time.

Second race, September 30, twenty miles to windward from Scotland Lightship and return, course east by north; wind at start brisk, falling later and then breezing on to about twenty miles an hour. Volunteer won by 11 minutes 47 seconds.

The next challenger was Lord Dunraven's Valkyrie. In 1894, Columbia, Pilgrim, Jubilee, and Vigilant were all built to compete for the honor of defending the cup. The last named was chosen. Three races out of five were now to be won.

First race, October 7, 1893; course fifteen miles to leeward, east by south, from Sandy Hook Lightship and return, wind about eight knots, sea smooth. Vigilant won by 3 minutes 48 seconds, corrected time.

Second race, October 9; triangular course, ten miles to each leg; first leg dead to windward, southwest by south, wind brisk, sea smooth. Vigilant won by 10 minutes 35 seconds, corrected time.

Third race, October 13; fifteen miles to windward, east, from Sandy Hook Lightship and return, wind fresh, strong, sea rough. Both yachts started with single reefed mainsails and gaff topsails set over them. Valkyrie led to the outer mark, but on the run home burst her spinnaker and was passed by Vigilant. The American yacht won the race and series by 2 minutes and 13 seconds elapsed, and 40 seconds corrected time.

In 1895, Lord Dunraven came with a new Valkyrie, the third of the name, the second having been lost at sea, in the Mediterranean. The new American yacht chosen to defend the cup was the Defender.

First race, September 7, 1895; fifteen miles to windward from a point off Seal-bright and return, course east by south; wind light; sea smooth, with a deep swell. Defender won by 8 minutes 49 seconds, corrected time.

Second race, course triangular; ten miles to a leg, first leg to windward, south; wind moderate and freshening, sea smooth. Valkyrie fouled Defender at the start, carrying away the latter's starboard spinnaker, and causing her apparently a winner by 47 seconds, corrected time.

Third race, September 12; fifteen miles to windward and return, east by south; wind light, sea smooth. Valkyrie crossed the line, and then abandoned the race. Lord Dunraven giving as a reason the refusal of the New York Yacht Club to guarantee him a clear course, so that he might avoid such fouls as that of the second race. The club disqualified the Valkyrie in the second contest, and thus Defender won by three straight. Lord Dunraven accused

Crocker's Patent Leather Sale.

180 Pairs Men's \$3.50 Patent Leathers, \$2.49.

Once more we are fortunate enough to secure another lot of H. S. & H. make Men's Patent Leather Dress Shoes in the swell new London (straight) last to sell at \$2.49. There were 300 pairs in the other lot, and they were sold out in a few days. Only 180 pairs in this lot, so you haven't any time to lose on Monday if you wish to secure a pair. These are the regular H. S. & H. \$3.50 Patent Leather in B, C, and D widths, and we can sell only these 180 pairs at . . . \$2.49

HU-MAN-IC

SHOES FOR MEN.

Our Hu-man-ic Box Calf Waterproof Shoes are the swiftest out-door shoes made, and although only \$4 they easily outrank any of the \$5 shoes shown elsewhere.

MEN'S

\$2.49 SHOES.

Compare our \$2.49 Winter Box Calf and Black Vici Kid Shoes for men with the best \$3.50 shoes elsewhere. They are the winners sure, and will sell on sight.

Men's and Women's Bathroom Slippers, 25c.

Only One More Week to Buy Women's \$3.00 Shoes at \$2.49.

The line of Women's \$3.00 Shoes at \$2.49 may last out the week, but you'd better try to get in Monday, before your size is gone. They're neat, handsome boots—welt lace and button, with patent tip and kid tip—as long as they last at . . . \$2.49

Exclusive agents for Jenness Miller Shoes for Women, \$3.50, and Hu-man-ic Shoes for men at \$4.00.

CROCKER'S, Shoes Shined Free. 939 Penna. Ave.

FAREWELL GIFT TO DAWES

The Tribute of Employees to the Retiring Comptroller.

Presented by Pitcher and Logies the Gracefully

The retiring Comptroller of the Currency from the office of the Comptroller of the Currency was marked by an interesting event which occurred yesterday afternoon in the presence of the chief of division and clerks of the bureau. It was the presentation of a handsome and chaste testimonial in the form of a Grecian pitcher and salver of solid silver, the workmanship of which was both delicate and elaborate. The pitcher is embellished with grapes and vines.

The presentation was made on behalf of the bureau by Augustus D. Lynch, who said:

"Mr. Dawes, it has come to the knowledge of your friends of the Currency Bureau that you have decided to retire from the office of Comptroller of the Currency, and that you have tendered your resignation and the same has been accepted. Your friends of this bureau cannot permit you to sever your relations with them and this high office, which you have so ably filled for more than three and one-half years without speaking that good old word 'good-bye.' You have filled this office with signal ability and discharged every duty looking alone to the highest good of those to whom you have assumed the relation of trustee and guardian."

"It now becomes my pleasure, representing your friends of the bureau, whose names appear upon the parchment before you, to present you this elegant silver pitcher and salver, bearing the following inscription:

"Presented to Hon. Charles Gates Dawes by his friends in the office of the Comptroller of the Currency as a token of their esteem and appreciation of his many disinterested acts of kindness."

Mr. Dawes made the following response:

"I do not know what I can say, my friends, in appreciation of this kindness on your part. I thank you all and think you know that I sincerely appreciate it. These last few years have been unusual ones for me, and I have been among the pleasantest of my life. I was impressed when I first came into this bureau with the ability and disinterestedness of those in charge of it, and upon your efforts I have depended, of course, for whatever success we have had. I can say, however, that the man who sits at this desk makes his administration effective without your efforts and co-operation. You have all been more than kind to me, and I regret that I have not been able to leave so many friends whom I have come to know and respect so well."

"The last few weeks have been sad ones for us all. I want to say that during the four years that I have been President of the United States, who has died, has impressed those at the head of the department with the desire to be considerate of the rights and efforts of others. In all his relations to the public and those associated under him in public place this strong yet gentle man has through all his great anxieties and perplexities never been other than kindly, helpful and sympathetic. His daily example at the White House, my friends, has made his administration better and kinder. Administrators want to say these few words in tribute to him whom we most admired."

"As time goes on I shall never forget you all. If any of you are in Chicago or Illinois, or there is any way in which I can assist you I want you to call upon me or write me."

"I want to introduce my successor, Mr. William B. Ridgely, whom I have known for years. There are none of you who have participated in my work as the President of the United States, who have died, has impressed those at the head of the department with the desire to be considerate of the rights and efforts of others. In all his relations to the public and those associated under him in public place this strong yet gentle man has through all his great anxieties and perplexities never been other than kindly, helpful and sympathetic. His daily example at the White House, my friends, has made his administration better and kinder. Administrators want to say these few words in tribute to him whom we most admired."

"Let Congress build the bridge," he said, "and let the people of the United States, by their voluntary contributions, build the memorial arch."

He thought the arch should be the loving tribute of the people to the memory of the late President, and that money for its construction should be given by them.

Commissioner Macfarland stated that he would promise the co-operation of the Board of Trade, the Business Men's Association, and other organizations. The Commissioner thought the movement should be general, and that the meeting should not be called until all these varied interests were in line. In that way, he said, there would be the best chance of success.